

ABSTRACT OF THE DISCLOSURE

A pressure control valve with a hydraulic system of an automatic transmission for a motor vehicle includes a valve body defining a control chamber, fluid ports communicating with the control chamber, and a valve spool having spaced pressure control lands located in the control chamber, the valve spool urged by a compression spring in an opposite direction from an electromagnetic force developed on the spool when a solenoid is energized. In one embodiment a control land is formed with a pressure feedback orifice that communicates a control port with a feedback chamber. The valve spool can be formed with different sized control lands. The feedback orifice is substantially insensitive to fluid temperature variation.

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